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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT

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COUNTRY

East Germany

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SUBJECT

Miscellaneous Railroad Information

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PLACE
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DATE OF
INFO.SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

1.

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all railroad agencies were ordered to use brown coal
briquettes very carefully. As far as possible, raw
brown coal was to be substituted for briquettes. In detail, the
following directives were given as to the types of coal to be utilized:
trains operated by order of the Soviet High Commissioner and interzonal
trains were to burn hard coal exclusively;
express trains and fast trains were to use hard coal and brown coal
briquettes mixed at a ratio ranging from 1 : 1 to 1 : 3;
heavy passenger trains and commuter trains were to use a mixture
of hard coal and raw brown coal (ratio 1:1 to 4:1);
standard passenger trains, through-freight trains and empty freight
trains were to use a mixture of brown coal briquettes and raw brown
coal;
the highest possible percentage of raw brown coal was to be used
for shunting operations. 1

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2.

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- a. From the pool of former column locomotives, 28 units were assigned
to the reserve pool of the Ministry of Railroads and 13 units to
the reserve pool of RBDs. After the repair of additional
locomotives was completed in railroad repair shops, another 7
locomotives could be assigned to the reserve pool of the Railroad
Ministry and 6 to that of RBDs. A total of 66 and 40 reserve
locomotives are now available to the Ministry and RBDs respectively. 2
- b. In the month of July 1954, a total of 591,733 tons of coal were
consumed by locomotives, the haulage performance of which was
10,868.2 million ton/km. The specific coal consumption was 54.45

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tons per 1 million ton/km. In July, 626,000 tons of coal were consumed for a haulage performance of 11,230 million ton/km. The specific coal consumption was 55.7 tons per 1 million ton/km. ³ In July, locomotives used a total of 71,669 tons of raw brown coal. This represents a 45 percent increase over the rate of raw brown coal consumed by locomotives in June.⁴

- c. On the average, 14 trains were delayed every day on account of engine trouble. The same situation prevailed in June. The percentage of breakages in the driving mechanism increased from 1.9 to 5.1 percent of total damage.
- d. The railroad transformer plant at Fredersdorf will probably be put into operation in late 1954. Work on the installation of the switchgear was started at the Schoenhauser Allee transformer plant.
- e. At Koethen railroad station, all masts for overhead lines have been erected. At the Halle railroad station, 60 percent of the required masts have been set up. Work on the conversion of tracks 1/22 to electric operations was also started. ⁵

3.

_____ railroad coal stocks on the average amounted to five days' requirements. ⁶ A total of 10,000 tons of hard coal stocks reserved for trains operating in connection with the Leipzig Fall Fair was piled in the Halle area. ⁷

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- 4. On 1 September 1954, trains of reserve cars available to the HV Wagenwirtschaft des Ministeriums fuer Eisenbahnen (Main Administration for Rolling Stock) included 15 trains of boxcars, 52 trains of gondola cars and 27 trains of flatcars. ⁸ In early September, there was a shortage of freight cars, particularly boxcars required for the shipping of grain. The situation appeared to be even worse in Satellite states because the German railroad administration had to dispatch empty freight cars for the transportation of goods to be imported into Germany from Satellite states. On the average, 14,000 to 16,000 East German railroad cars daily operated in Eastern Bloc countries, while only 4,000 to 6,000 foreign-owned freight cars circulated in the territory of the GDR.

- 1. Comment. Inadequate hard coal imports and a shortage of brown coal briquettes necessitated the utilization of low-quality raw brown coal for locomotives. _____

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- 3. Comment. The data on the quantities of coal consumed by locomotives in June 1954 agree with previous information. _____ a total of 631,806 tons of briquette units was consumed by locomotives in July. _____

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- 2. Comment. The German locomotive columns previously operating for Soviet transit traffic through Poland were deactivated on 1 July 1954. _____

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4. Comment. According to other information, 72,041 tons of raw brown coal were consumed by locomotives in July. 25X1
5. Comment. This information refers to the re-electrification of railroad lines in Central Germany. 25X1
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6. Comment. On 27 August 1954, railroad coal stocks available represented five days' requirements. 25X1
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7. Comment. The East German railroad administration took all possible steps to guarantee a smooth flow of traffic to and from Leipzig during the Leipzig Fall Fair held from 5 to 15 September 1954. 25X1
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8. Comment. This information refers to the reserve of freight cars which was to be used during peak traffic in the fall months. By 31 August 1954, this pool of reserve cars was to consist of 3,500 boxcars, 4,500 gondola cars and 2,000 flatcars. These cars were to be assembled into trains of 60 cars each. If the trains mentioned represent the total reserve of freight cars available in the GDR, this would indicate that the target of 10,000 reserve cars has not been reached. The trains mentioned represent a total of approximately 6,200 cars. 25X1

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